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1.

a tabulation of requirements for permanent construction materials at Department VI (Constructions) of the Directorate General, Railroads, Berlin. This tabulation covers all the 1952 construction projects of the Soviet Zone railroads and lists both annual requirements and allocations of construction materials, inasmuch as they are controlled by the Hauptverwaltung Bauindustrie (Main Administration for the Building Industry).

Item	Requirements for 1952	Allocations to Date
Sectional steel U and I	633 tons	70 tons
Rod steel up to 30 mm in diameter	420 "	60 "
Gas and water pipes	120 "	10 "
Cement	5,590 "	1,150 "
Pine timber, first grade	9,665 cubic meters	1,920 cubic meters
Pine timber, second grade	695 "	830 "
Bricks	9,050 units	2,450 units

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2.

the following information on the procurement of rails required for railroad construction projects:

a. During the period from 4 through 16 April 1952, various conferences were held on the procurement of rails required for the 1952 construction program of the Soviet Zone Railroads at the office of State Secretary Kollweber. These conferences were attended by Erwin Kraner, Director General,

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Railroads, Martin Lehmann and Richard Stalmer, both Deputy Directors General, Railroads, and the chief of Department VI (Constructions) of the Directorate General, Railroads. At these conferences it was pointed out that 90 percent of the rail material delivered by the Maxhuetten Foundry at Unterwellenborn consisted of third and fourth-grade rails of a very poor solidity. Even the first-grade rails were not up to standard requirements. During the first quarter of 1952 only 150,000 tons of rails instead of the scheduled total of 450,000 tons were delivered.

- b. The following measures were resolved upon with a view to remedying this situation and guarantee the fulfillment of the 1952 construction plan:

All the necessary steps will be taken to have rails, which are not urgently required, dismantled. Wherever possible, heavy-type rails will be replaced by lighter-type material. Special committees will be established in all railroad districts and it will be their mission to check on all possibilities of dismantling used rails. Pertinent lists with all the required data will be drawn up. The goal of these measures is the procurement of 150 km of rails. The dismantled rails will have to be turned over to railroad repair shops for reconditioning. The entire operation will be controlled by a special staff headed by Herr Wimmer (fnu), previously chief of Department 67 of the Schwerin railroad District. The Economic Manager of the Directorate General, Railroads, was appointed Rail Commissioner, while Herr Haas (fnu) will be in charge of ties. ** Since it must be expected that a large number of ties will prove unsuited for further use after dismantling of tracks, it was suggested that the space between ties on sidings be increased.

c. Plan for the Reconditioning of Rails.

Railroad Repair Shop	Number of Welds to be performed per Week	Beginning of Work	Completion	Total Number of Welds	Length of Rails to be Welded
Halle	350	13 April	1 December	11,200	56,000
Zwickau	350	"	"	11,200	56,000
Delitzsch	150	"	"	4,500	24,000
Gotha	200	"	"	6,400	32,000
Stendal	350	25 April	"	10,500	54,250
Total	1,400			44,300	222,250

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☐ Comments.

Information on the stocks and requirements of rails and ties and the poor quality of the rails manufactured at the Maxhuetten Foundry at Unterwellenborn near Saalfeld was reported previously.

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- (**) In a letter ☐ sent to the eight regional railroad headquarters, the Director General, Railroads, Berlin, pointed out the necessity of obtaining urgently required rail material by the dismantling of secondary lines and railroad installations.

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